DESCRIPTION OF PROBLEM On March 11, 1985, after returning from a trip to a local store, I parked my jeep and came inside my mobile home. After watching TV for about 5 minutes, my wife and I heard a small explosion and discovered that the jeep was on fire. While she called the fire department I hooked up the water hose and put the fire out. Later my wife said that she had been hearing small popping sounds coming from outside before we heard the explosion, but she assumed that it might have been bugs hitting the screen door as we had the porch light on. She thought it was coming from the jeep (the sounds were kind of like the ones a vehicle makes after it has been driven and you first parkit), but she could not imagine why it would still be making the settling racket 5 minutes after it was parked; therefore, she just assumed it was the bugs. At first, we did not think anything about the fire since we seem to have bad luck, and things like this happen occasionally; but since we have been trying to get parts for the jeep, we have discovered that most of the parts places we have talked to have a lot of jeeps (not all 1983 models) that have caught on fire. Today 's July 19, 1985, and at this time, our jeep is still in the shop. We have been attempting to get an electronic emission control harness for the past two months and still have not received it. It seems that this item is out of stock in the whole United States. That, in itself, should tell you something. Why would a wiring harness for a 1983 model jeep be out of stock. In fact, why would a two year old vehicle catch on fire in the first place. The insurance company seems to think it was the carburetor, but as I said, the jeep was parked with the key out of the ignition at the time of the fire. Is it possible to check with major insurance

companies to see exactly how many jeep owners have been paid U.S. Department for a fire claim. Thank you for your help. of Transportation

National Highway Traffic Safety Administration

Offices and property for purpose of the Control of

U.S. Department of Transportation National Highway Traffic Safety Administration Auto Safet, Hotline, NEF-11 HL 400 7th Sheet, 5W

Wanington, DC 20590



UNITED STATES



VEHICLE OWNER'S QUESTIONNAIRE

ODI NI 1357 14 If the NHTSA proceeds with administrative enforcement or litigation spans in a manufacture, your response, or a statistical summary thereof, may be used in support of the agency's action.					a statistical summers		
			OW	NER -			
LAST NAME		FIRST NAME &				TELEPHONE NO	D. (Area Code)
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VEHICLE MAKE & MOD	EL	MODEL YEAR	BODY STYLE			VEHICLE IDEN	TIFICATION NO.
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				☐ Spere		L	
*The identification number consists of about sen letters and numerall following the letters DDT usually located near the rim flenge on the side opposite the whitewall or on either side of a blackwall tire.							
			ICABLE ACCID	ENT INFORMATION			
ACCIDENT		NO. INJURIES		NO. FATALITIES		100	CONT. C.
□ ves □ No				'			
DESCRIPTION OF ACCI	DENT					7	(-)
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			S:1	61			<del>- 1</del>
				7020			
SIGNATURE OF OWNER						DATE	
HS Form 3608 (8m 3/1							

REQUEST FOR ODI MATERIAL

Martes File Copy

	July 12, 1985  ERIAL REQUESTED:		Mid Eilber	Harp	er_	
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equester"s name:	Tony Genaro			yent d	l a firl	!
	iladelphia Elect					
850 KISAC I						
ECHNICAL REFEREN	RCE CONTACT:B	ob Hornick)	le			
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	LIVERED TO TECHN:					 

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Notional Highway Trottle Solety Administration  FOR HQ	NER'S QUESTIONNAIRE  USE ONLY  I H. NO.	The This Information is reque National Highway Traffic You are under no obligati response may be used to a manufacturer should tal if the NHTSA proceeds with a palant a manufacturer.	Safety Act and su on to respond to the easiet the NHTSA is an appropriate action the administrative are	suthority vested in the barquest amendments, his questionnaire. Your in determining whether on to correct a defect, aforomment or literation
		thereof, may be used in sup	port of the agency	saction.
		YNER		
BURRIDGE	Charles E		Home-	-664-1288 .
STREET ADDRESS		CITY	STATE	ZIP CODE
25 WESTWOOD	AUE	WESTWOOL	NJI	07675
VEHICLE MAKE & MODEL	MODEL YEAR BODY STYLE	NFORMATION		
AMC. CONCORD	1981 4 dr SE		MCHOS59E	
		atchBACK	D-1CMCDC	859 <b>0</b> 8769041
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		APPLICABLE AL	CIDENT INFORMATION	
ļ	ACCIDENT	NO, INJURIES	NO. FATALITIES	
ł	D Yes D No			
l	DESCRIPTION OF ACCIDENT			

SIGNATURE OF OWNER

Fold to show Return Address (no stamp person) Fasten with tone or stunic and well

DESCRIPTION OF PROBLEM

U.S. Department of Transportation National Highway Traffic Safety Administration

400 Seventh St., S.W. Washington, D.C. 20590

Official Business Penalty for Private Use \$300 BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO. 73173 WASHINGTON, D.C.

POSTAGE WILL 25 PAID BY NATL HWY, TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation National Highway Traffic Safety Administration Auto Safety Hotline, NEF-11 HL 400 7th Street, SW Washington, DC 20590



NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES



DATE RECEIVED

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OWNER INFORMATION (TYPE OR PRINT)	The state of the state of
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STREET ADDRESS 175 Crossways Park W Woodbury	STATE ZIP CODE NY 11797
SIGNATURE OF COMMENT LESSEE Lessel . Children	DATE 3/30/87
FDG - VEHICLE INFORMATION	
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FAILED COMPONENT(S)/PARTIS) INFORMATION (REPORT TIRE INFORMAT	TON ON BACK)
COMPONENT/PART NAME(S)  LOCATION Left  From	☐ Right
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ACCIDENT FIRE NUMBER PERSONS NUMBER OF FATALITIES PROPERTY LO LEGITORS OF STALLTIES PROPERTY LO LEGITORS OF	AMAGE POLICE REPORT
NARRATIVE DESCRIPTION OF FAILUREIS), ACCIDENTIS), INJURY	(IES)
Lessee: Guardian Fire Equipment, Inc. 3430 N W 38	
Driver: Richard H. Childress, Tol Aledo Ave., Coral	Gables, FL 33134
While returning from a trip, this incident occured 3	miles from my home.
With the car running perfectly, no previous problems	, and no warning
lights or buzzers, the air conditioner stopped funct	ioning. I switched.
off the A/C and continued perhaps 4 miles. I left a	freeway and stopped
the first red light. Steam came up around the hood.	Still no warnings
The light changed and I pulled into a gas station an	
engine. The steam changed to black smoke so I quick	Ly b CONTINUE ON BACK IF NEEDED

The Privacy Act of 1974 Public Law 93-579

This information is requested pursuant to authority visited in the National Highway. Traffic Safety, Act and subsequent amendments, You are under no obligation to respond to this questionness. Your response may be used to asset the NHTSA. in determining whether a manufacturer should take appropriate action to conract a safety defect, if the NHTSA proceeds with administrative enforcement or frightion against a manufacture, your response, or a statistical summery should be taken to proceed of the second of the second second

POSTAGE WILL BE PAID BY NATL HWY TRAFFIC SAFETY ADMIN

U.S. Department of Transportation National Highway Traffic Safety Administration Office of Defects Investigations, NEF-11 400 7th Street, SW Washington, DC 20590



CHRYSLER MOTORS
RESPONSE to: COPY
EASS-009
1980-85 A/tt//Jeep /tehicles/00/308

-

Valve Cover
January 19, 1988



W R Kittle
Dector
Vehicle Safety and Emissions
Quanty and Productivity Office

January 19, 1988

Mr. Michael B. Brownlee, Director Office of Defects Investigation, Enforcement National Highway Traffic Safety Administration U. S. Department of Transportation 400 Seventh Street, S.W. Washinaton, D.C. 20590

COPY

Dear Mr. Brownlee:

Reference: EA88-009

This is Chrysler Motors' response to your December 1, 1987, letter regarding the issue of alleged engine compartment fires, as it relates to oil leakage from the non-metallic rocker arm (valve) cover assembly, in 1980-85 AMC and Jeep vehicles. Our response to each item in your letter is contained in the attachments.

A review of this matter indicates this is the fifth information request on this issue, and essentially covers much of the material previously requested and provided in responses to earlier NHTSA information requests (re: IR84-01, EA84-015 and PE87-024). In June, 1986, NHTSA closed its investigative actions (EA84-015) on purported engine compartment fires, allegedly caused by oil leakage from the non-metallic valve cover assembly used on the AMI C258 CID six-cylinder (4.21) engine, with no defect trend found.

We have reviewed the reports provided with your December 1, 1987 letter and found that many were several years old and duplicates of previous information provided, with earlier inquiries. The few new reports revealed no new or pertinent information relative to this issue.

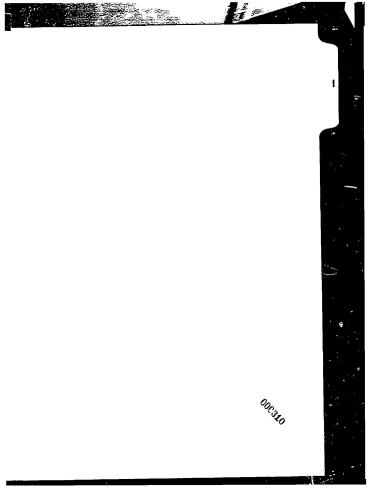
With regard to the Postal Service 1984 model year AM General vehicles equipped with the 4.2 liter, 6-cylinder engine, Chrysler offered to provide replacement valve cover kits for retrofit of the entire fleet. AM General accepted our offer and contacted the Postal Service to arrange details of the parts distribution and installation. The Postal Service then informed that they had already arranged to obtain the parts on their own, and had retrofitted most of the vehicles. This action should resolve the Postal Service's concern requarding valve cover leakage on these vehicles.

Chrysler Motors believes what the subject condition does not present an unreasonable risk to motor vehicle safety. We further believe that the valve cover oil leakage issue has so been effectively resolved, both in production and in the field, by the modifications and dealer service information described in the attachment.

Sincerely,

William R. Kiftle WRK/dc Attachments

Chrysler Meters Corporation 0MS 416-15.20 12000 Chrysler Dhile Highland Park MI 48088,1019 000309



Below is Chrysler Motors' response to NHTSA's December 1 1987. information request (EA88-009) regarding the performance of the engine valve cover assembly in 1980-1985 AMC and Jeep vehicles. Each item in NHTSA's letter is identified prior to Chrysler Motors' response.

- Q1 Furnish the total number of 1980 through 1985 model year subject vehicles sold in the United States by model model year. engine, and fuel delivery system.
- Al Attachment II contains a summary of the approximate number of 1980-1985 AMC/Deep vehicles produced for domestic sale. The data are reported by vehicle/line, model codes, engine, fuel delivery system and valve cover material.
- Q2. For those models identified in your response to question I above, furnish the total number of 1980 through 1985 model year vehicles equipped with a metallic valve cover, which were sold in the United States by model, model year, engine, and fuel delivery system.
- A2. Please refer to Attachment II.
- Q3. Provide the name, address, and telephone number of any and all parties who have purchased 25 or more of the subject vehicles and/or the subject engines from AVC, its dealers, representatives, or subsidiaries. Break down by model, model year. engine, and fuel delivery system.
- A3. Historical records which may have this type of information would no longer be available. A listing of the major fleet accounts which have been identified as having purchased at least ten or more of the subject vehicles was previously furnished to NHTSA with AMC's February 17. 1986, response pertaining to EA84-015.

AMC has sold the 258 CID 6-cylinder carbureted engine equipped with a non-metallic valve cover. to AM General, a division of LTV Aerospace and Defense Company: 701 West Chippewa Avenue, South Bend, Indiana. This engine type was also sold to Logan Manufacturing Corporation, P.O. 407. Logan, Utah 84321

Q4. Furnish the number and copies of all owner complaints, field reports, service and technical buildetins, dealer notices, engineering service letters or similar communications, analyses, studies, surveys, tests, or investigations from all sources, either received or authorized by Chrysler/AMC, or of which Chrysler/AMC is aware, pertaining to the alleged defect in the subject vehicles and/or the subject engines. This should include information provided to/by Chrysler/AMC to AM General and/or and any information provided to/by Chrysler/AMC to AM General and/or any engine component suppliers. Separate the number and copies of owner complaints from other sources, and sort this material by model model year. engine, and fuel delivery system.



A4. AMC's central files are being searched for owner reports and other documents which may pertain to this issue. Completion of the search and review of the reports are expected within the next four weeks and we will supplement our response accordingly.

Attachments III contains copies of only two Field Product Reports which we have been able to establish as alleging an engine compartment fire caused by failure, malfunction, inadequate sealing ability or unsatisfactory performance of the non-metallic valve cover assembly in the subject vehicles/engines. Reports which alleged engine oil leakage in the subject vehicles, with no specific mention of a fire occurrence, are also included. Attachment IV contains copies of various service bulletins, etc. Information relative to IR84-01, EA84-015 and PE87-024, previously furnished by AMC to NHTSA, is not duplicated.

- Q5. For those models identified in your response to question 2 above, furnish the number and copies of all owner complaints and field reports received by Chrysler/AWC, or of which Chrysler/AWC is aware, pertaining to the alleged defect. Separate the number and copies of owner complaints from field reports, and sort this material by model, model year, engine, and fuel delivery system.
- A5. AMC's central files are being searched for owner and field reports which may pertain to the alleged defect. Completion of the search and review of the reports are expected within the next four weeks, and we will supplement our response accordingly.

Attachment V contains copies of six field reports which may pertain to the alleged defect in vehicles equipped with a metallic valve cover. None of these reports alleges a fire or injury.

- Q6. Identify and describe all accidents, subrogation claims, or lawsuits known to Chrysler/AWC pertaining to the alleged defect in the subject vehicles and/or the subject engines (where Chrysler/AWC is or was a defendant or codefendant). Provide Chrysler/AWC's analysis of each item, clearly identifying the vehicle (model, model year and YIN), the vehicle owner, and any injuries or property damage which may have occurred.
- A6. Attachment VI contains a summary of litigation related incidents which we have been able to establish as alleging an engine compartment fire relating to an engine oil leakage condition in the subject vehicles/engines. Also identified in Attachment VI are those incidents which allege engine oil leakage in the subject vehicles with no specific mention of a fire occurrence. None of these incidents alleges an accident or injury pertaining to the alleged defect. Information pertaining to IR84-01 and EA84-015, that was previously furnished to NNTSA by AMC, is not duplicated in the summary.

- Q7. Furnish the number and copies of any and all warranty claims alleging or concerning the alleged defect in the subject vehicles and/or subject engines by engine and problem code. Each problem code must be identified.
- A7. AMC's warranty claims information system is an administrative system designed and used for processing service reimbursement to dealerships. This system does not have a specific incident code for alleged engine compartment fire. Below is a summary of the number of claims paid on the subject vehicles by incident codes: 1141 rocker cover: leak from gasket, and, 1143 rocker cover: leak other than from gasket. Information relative to IR84-01 and EA84-015, previously furnished to MHTSA by AMC, is not included in the summer.

Engine	Incident Code	Total Claims Paid
258 CID (6-cyl 4.2L)	1141	29,841
	1143	38,118
150 CID (4-cyl 2.5L)	1141	4,877
	1143	5,664

Consistent with NMTSA's previous practice of requesting sample copies of warranty claims, Attachment VII contains copies of fifty warranty records. These records consist of benty-five randomly selected claims from the two incident codes identified above.

- Q8. Furnish the number of non-metallic valve covers sold to date by model/model year/engira application, part number, supplier (name, address, telephone number, and model/model year/engine of supply application) and calendar month which may be used on the subject vehicles.
- A8. Attachment VIII is a summary of the AMC National Parts Distribution Center domestic parts sales for non-metallic valve covers and conversion kits. AMC is the supplier for these parts.
- Q9. If any of the valve covers identified in item 8 are sold (or have been sold) as part of a kit or package, identify the number of such kits or packages sold by part number. vehicle/engine application, and calendar year of sale.
- A9. This information is contained with our response to item eight above.



- Q10. Identify and describe all modifications or changes in the manufacture. design, or material composition of the valve cover assembly used in the subject vehicles or the subject engines. Your response should include any and all "field service" modifications or changes provided, approved, or warranted by Chrysler/AMC. The following information must be included for each modification or change:
  - a. the reason for the modification or change:
  - b. a description of the modification or change;
  - c. the approximate calendar date on which the modification or change was incorporated into production:
  - d. state whether the modified or changed components could be interchanged with earlier production components; and
  - e. furnish the modified on thanged part, conversion kit, etc.

## • 4.2L (258 CID 6-cylinder) Engine

The significant product improvement changes/modifications to the non-metallic valve cover assembly are summarized below. For reference, Attachment IX identifies model year application of the latest service kit (P/N 8983 503 343) for servicing 1981-1986 model year vehicles. Sub-item (e) is addressed in our response to item eleven below.

The 6-cylinder (4.2L) engine used in 1980 model year vehicles included a metal rocker cover secured with seven bolts around its periphery. As part of AMC's light-weight engine program, the rocker cover material was changed from metal to plastic (nylon) for all 1981 model year vehicles equipped with a 6-cylinder engine. The design of the cover was also changed, to include five locating pins, with two center mounted plastic nuts torqued to 35 inch-lbs. An RTV wet sealant was used for sealing the cover to the cylinder head. This cover is not service interchangeable with the metal cover used in 6-cylinder engines prior to the 1981 model year.

Subsequent product improvements, involving the 1981-1/2 1984 model year vehicles, included; adding a rib to the area of the center locating pin, redesigning the mounting pins from a round to an elongated configuration, changing the hold down nuts from plastic to metal and reducing the torque from 35 inch-lbs to 28 inch-lbs, adding a 0.030 inch strip around the periphery of the cover mounting flange sealing surface, and adding two mounting bolts to the cylinder head/cover assembly (ref:  $R_1$  and  $R_5$ ; Attachment IX).

For the 1985-86 model years, and as part of continuing product improvements, the cover was modified to provide for additional fasteners for securing it to the cylindrical fasteners for securing it to the cylindrical fasteners and positions 3 and 6; Attachment IX). Further, the material of the cover was changed from nylon to rynite, and incorporated into 1987 model year vehicles. Also, the sealant was changed from a wet RTV to the cover during its wild none rubber bead affixed to the cover during its fasteners for securing it to the cylinder head (ref: R2, R3, R4



c,

For information, Attachment X contains copies of I.S. Note 3E; MOT. 4.2L, May, 1986, and I.S. Note 46E; MR 171 May, 1986, which address servicing 1981-1/2 1987 vehicles equipped with the 4.2L engine

## • 2.5L (4-cylinder) Engine

The initial release non-metallic valve cover for 1983-1986 model year vehicles consisted of nylon material and a wet RTV was used to seal it to the cylinder head. For the 1987 model year product improvements were made to change the cover material from nylon to rynite. Also, the wet RTV sealing material was changed to a pre-cured silicone rubber bead affixed to the cover during its manufacture.

- Q11 Furnish a sample of the valve cover conversion kit identified as part number 8983 501 398 in the November 1984 AMC/Jeep Service Bulletin IE.
- All The 8983 501 398 valve cover conversion kit has been replaced by kit number 8983 503 343. The replacement kit, which contains the rynite cover with the pre-cured silicone rubber bead and attachment hardware, is being furnished to NHTSA under separate cover.
- Q12. Identify and describe all significant modifications or changes in the manufacture, design, or material composition of any vehicle component(s) which may affect the alleged defect in the subject vehicles or subject engines. The following information must be included for each modification or change:
  - a. the reason for the modification or change;
     b. a description of the modification or change;
  - the approximate calendar date on which the modification or change was incorporated into production; and
  - d. state whether the modified or changed components could be interchanged with earlier production components.
- A12. Significant modifications/changes of the vehicle components relative to this issue have been identified above and addressed in AMC's previous response (re: EA84-015; February 17. 1986).
- Q13. Furnish copies of any and all correspondence between Chrysler/AMC and the suppliers of the valve cover assembly (including its' components) pertaining to the sealing performance and/or durability and/or geometric integrity of the valve cover assembly.
- Al3. This type of information is within the scope of item four above and is contained in our response to that item.



- Q14. With respect to Chrysler/AMC's response to this letter. please define what Chrysler/AMC has considered to be a failure, malfunction, or unsatisfactory performance of the valve cover assembly.
- Al4. No attempt was made to narrowly define 'failure, malfunction or unsatisfactory performance." Information has been provided on any problem involving the subject valve cover assembly and engine oil leakage.
- Q15. Furnish a copy of all documents not specifically requested which Chrysler/AMC believes are relevant or were used in formulating its assessment of the alleged problem.
- A15. All documents and information are contained in this response and AMC's four responses previously identified and dated January 20, 1984, September 14, 1984, February 17, 1986 and April 27, 1987.
- Q16. Provide Chrysler/AMC's assessment of the alleged problem.
- A16. Chrysler Motors has reviewed the owner reports provided with the NHTSA's December 1 1987 letter and the previous NHTSA information requests on this issue. The owner reports provided by NHTSA with its December 1 1987 letter consist largely of older reports which were previously provided to AMC with earlier information requests. Only about 14% were dated in the calendar years 1986-1987, and many of these involved older, high mileage vehicles of second owners. The nature of the purported causes range from unknown, to causual allegations of electrical valve cover. catalytic converter, fuel etc. These reports revealed no new or pertinent information relative to this issue.

In AMC's February 17. 1986 response (ref: EA84-D15) it was reported that the circumstances in which some fleet vehicles with the non-metallic cover could be used, are significantly different than those normally used by non-fleet customers. Because the operating conditions to which fleet vehicles are exposed are more severe than those normally experienced by the motoring public, greater attention to vehicle inspection and proper maintenance is required.

In summary, Chrysler Motors concludes that the subject condition does not compromise vehicle safety. We believe that the production modifications and the latest service replacement kit described earlier in our response are appropriate actions for effective resolution of valve cover oil leakage problems in the 4.2L engine.





## AMC/JEEP DOMESTIC SALES

	HODEL	SH3	FUEL	YALYE	HODEL	1	YEAR - DO	DOHESTIC	C SALES	E S
VEHICLE/LINE	COOES	c.1.0.	SYST,	COVER	1980	1881	1982	1983	1984	1985
AMC Concord	05,06,08	151-27	Carb	Ktallfc (See note)	9,970	8,150	2,335	••	••	00
AMC Spirit	43,46	151-2V 258-2Y	Carb	Hetallic (See note)	33,850	23,950	9,095	00	00	••
AMC Pacer	89'99	258-2Y	Carb	Hetallic	1,500	0	0	•	•	
AMC Eagle	35,36,38 53,56	150-1V 151-2Y 258-2Y	222	Non-metallfc   Hetallfc   (See note)	40,100	0 11,385 33,065	3,890	3,036	185	90'51
Jeep CJ-5/7 Scrambler	85,87,88	150-17 151-27 258-27 304-27	2222	Non-metallic Netallic (See note)	14,650	13,470	5,010 27,240	1,000 2,035 38,345	6,090 0 36,935	37,270
Jeep J-10/20 Truck	24,25,26	258-2Y 360-2Y	Carb	(See note) Hetallic	4,250	1,750	3,250	1,915	1,620	1,325
Jeep Cherokee/Nagoneer Grand Nagoneer	15,16,17	258-2V 3 HJ-2V	Carb	(See note) Mctallic	3,800	11,250	6,425	5,030	1,195	15,625
Jeep Cherokee/Kagoneer	73,74,75	126-F1 150-17 173-27	Olesel Carb	Ketallic Kon-metallic Ketallic	000	000	000	000	37,185	1,250
DJ Post Office		151-24	Carb	Metallic	0	0	10,910	000'8		

NOIE: # 1980 model year; metallic cover 1981-85 model years; non-metallic cover

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COC319

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**Field Product Report** is cyl (c) R+ R Voler Course and Ressen **Field Product Report** (1CK3552E6068922 Reseal Course (DYEN LEALING) **Field Product Report** SIEM, 2 CICCK 3 8 5 8 EB 70 5 84 B VOLUE COURT LEGKING **Field Product Report** 2CCCX385XEB709005 7959024 : 4032 12/12/84

Natur Cover grasket

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	Conson Clean and the
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-	M No. Ap 42
7	Field Product Report
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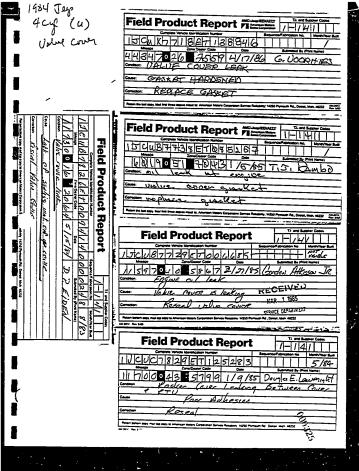
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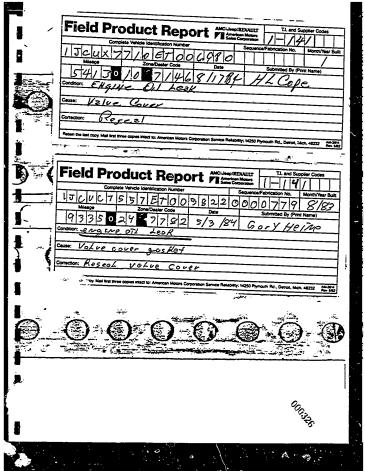
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-,	Field Product Report Plant Control   T.I. and Suppler Codes
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l <u>.</u>	Retain the last copy Mart first three copies letted to: American Motors Corporation Service Restability: 14250 Physique Rd., Detroit, Mach. 48250 Physical Res. 16250
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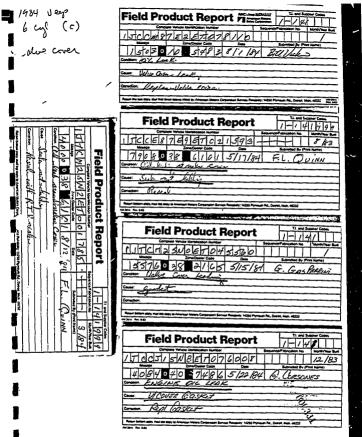
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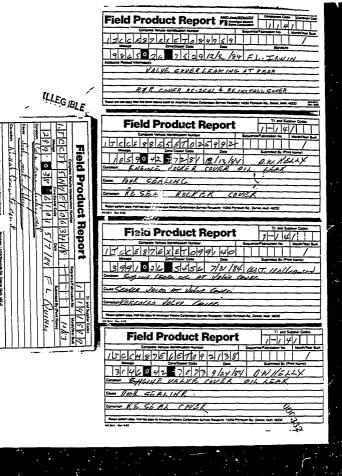
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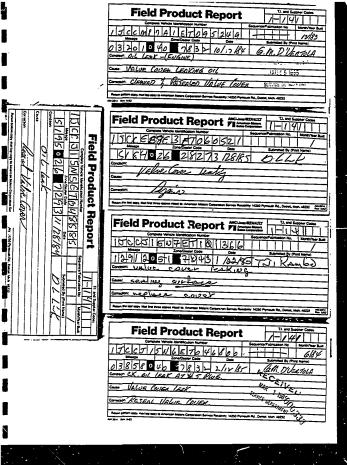
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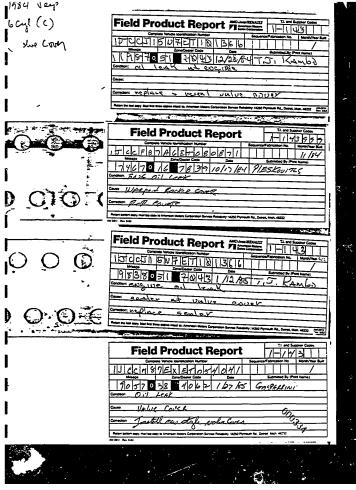






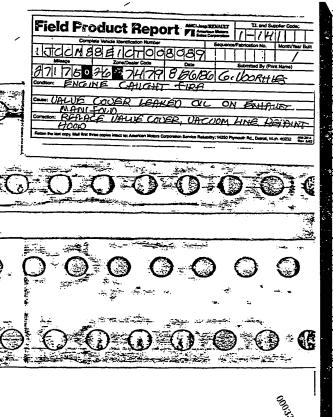






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## PEALER TEKLINE STANDARD EXTRACT DATE - 87/12/09 TIHE 13:44 ACTION :=> RECORD COUNT 0007 CURRENT RECORD 0001 VEH TYPES \_ \_ \_ \_ \_ LITTC MY C E T VIN FAB NO MLG REPORT NUMBER 114' E L K 2CCCK3857E8702321 11327 70925 - 5 09 DEALER CODE 56 4761 DEALER NAME SAVAGE SALES & SERVI PROBLEM DESCRIPTION: REPEAT OIL LEAK CONDITION FROM VALVE COVER\_\_\_\_\_\_\_

NEW COVER AND RETAINING SCREW KIT DID NOT SEAL

ATTEMP"ED REPAIR HISTORY

OUCSAS

DEALER TEKLINE  Dealer Code A-BA-BC Julian 1142-1-10  Phone 309 533 557 557 558  Phone 309 533 557 558 558 558 558 558 558 558 558 558
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